

# The Hongkong Telegraph.

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TUESDAY, JANUARY 5, 1904.

號五月正英港香

300 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1850.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,210,000

Head Office: -YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTIN. NEWCHWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LTD.  
PARR'S BANK, LTD.  
THE UNION OF LONDON AND  
SMITH'S BANK, LTD.  
HONGKONG BRANCH.—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months, at 5 per cent.  
" 6 " 4 "  
" 3 " 3 "

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND .....  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$6,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. Dickson, N. A. Siebs, Esq.  
E. Gomis, Esq. H. W. Slade, Esq.  
C. Michelau, Esq. C. A. Tones, Esq.  
H. Schubart, Esq. E. S. Whalley, Esq.  
E. Shellim, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.  
LONDON BANKERS—LONDON AND CHINESE  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum or the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per Cent per Annum.  
For 6 months, 3 per Cent per Annum.  
For 12 months, 4 per Cent per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1903. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PEK  
CENT, per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT, per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £324,374  
HEAD OFFICE—HONGKONG.

Board of Directors—  
Chan Kit Shan, Esq. J. Scott Harston, Esq.  
Chow Tung Shang, Esq. J. Lauts, Esq.  
Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5%  
Hongkong, 12th May, 1903. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Taels 5,000,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES:  
Berlin Calcutta Hankow  
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITH'S BANK, LTD.  
DEUTSCHE BANK (BERLIN); LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [25]

TO LET.

No. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE.  
No. 15, WONG NEI CHONG ROAD, facing  
Race Course.

FLATS in MORETON TERRACE, facing  
Police Grounds.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLACK PIER).  
GODOWN NO. 34, BLUE BUILDINGS.  
GODOWNS: PRAYA EAST.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 1st December, 1903. [26]

GUARANTY TRUST COMPANY OF  
NEW YORK  
(AMERICAN BANK).  
ESTABLISHED 1864.

PAID UP CAPITAL ..... U.S. Gold  
\$1,000,000  
SURPLUS AND UNDIVIDED PROFITS \$1,180,000

Gold \$1,180,000

Head Office—NEW YORK.  
LONDON OFFICE:  
33 and 35 Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONG KONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED  
On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4 % "

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [20]

INTERNATIONAL BANKING  
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,  
GOLD \$7,992,733.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED  
GOLD \$10,000,000—£2,015,000.

HEAD OFFICE:  
1, WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

BRANCHES AT:  
SAN FRANCISCO, WASHINGTON,  
MEXICO, MANILA, SHANGHAI, SINGA-  
PORE, YOKOHAMA, BOMBAY,  
CALCUTTA

AND AGENTS ALL OVER THE WORLD

LONDON AND CONTINENTAL  
BANKERS:

NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

CREDIT LYONNAIS, DRESDNER BANK,  
COMPTOIR NATIONAL D'ESCOMpte  
DE PARIS, &c.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account and issues  
Fixed Deposit Receipts either in Gold or  
Silver at Rates which may be ascertained on  
Application.

HONGKONG BRANCH:  
10, DES VŒUX ROAD CENTRAL.  
CHARLES R. SCOTT,  
Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.  
ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1866.

SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:  
CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENSIN.  
PEKING.

THE Bank purchases and receives on collection  
Bills of Exchange drawn on the above  
places, and Sends Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS  
per Annum Fixed Deposits for 3 months.

4½ " " 6 "

5½ " " 7 "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £725,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT AT THE RATE OF 2 PER CENT. PER  
ANNUM ON THE DAILY BALANCES.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 3 "

" " 3 " 2 "

T. P. COCHRANE,  
Manager.

Hongkong, 24th December, 1903. [24]

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice  
Houses, 4 Rooms, Bath Rooms, Out-  
houses and Verandahs. Only \$40 inclusive  
of Taxes.

WILD DELI BUILDINGS, No. 147,  
WANCHAI ROAD. Comfortable and Airy.  
Flats of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.

S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.

Hongkong, 12th September, 1903. [46]

TO LET.

NO. 4, RIPPON TERRACE.

NO. 15, WONG NEI CHONG ROAD, facing  
Race Course.

FLATS in MORETON TERRACE, facing  
Police Grounds.

OFFICES in course of erection, CON-  
NAUGHT ROAD (near BLACK PIER).

GODOWN NO. 34, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 1st December, 1903. [45]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [46]

## Mails.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON DATES.

SINGAPORE and BOMBAY. TIENTSIN. About 6th January Freight only.

(Calling at Penang if sufficient inducement offers.) H. W. Kendrick, R.N.R.

LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

CYLON. About 11th January Freight and Passage.

YOKOHAMA via SHANGHAI, MOJI and KOBE. PALMA. About 11th January Passage.

(Passing through the Inland Sea.) G. W. Cockman, R.N.R.

SHANGHAI. MALTA. About 15th January Passage.

C. L. Daniel.

LONDON, &c. COROMANDEL. G. M. Montford, R.N.R.

See Special Advertisement.

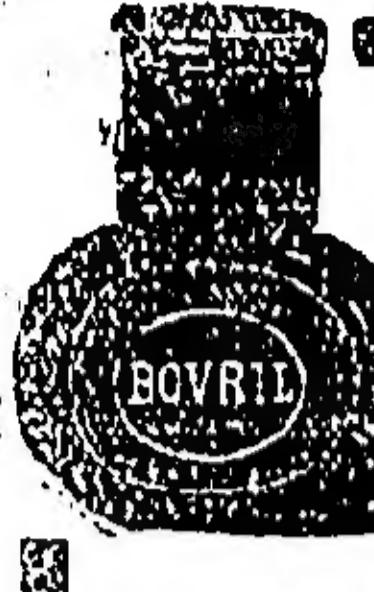
For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th January, 1904.

二月五日

## Intimations.

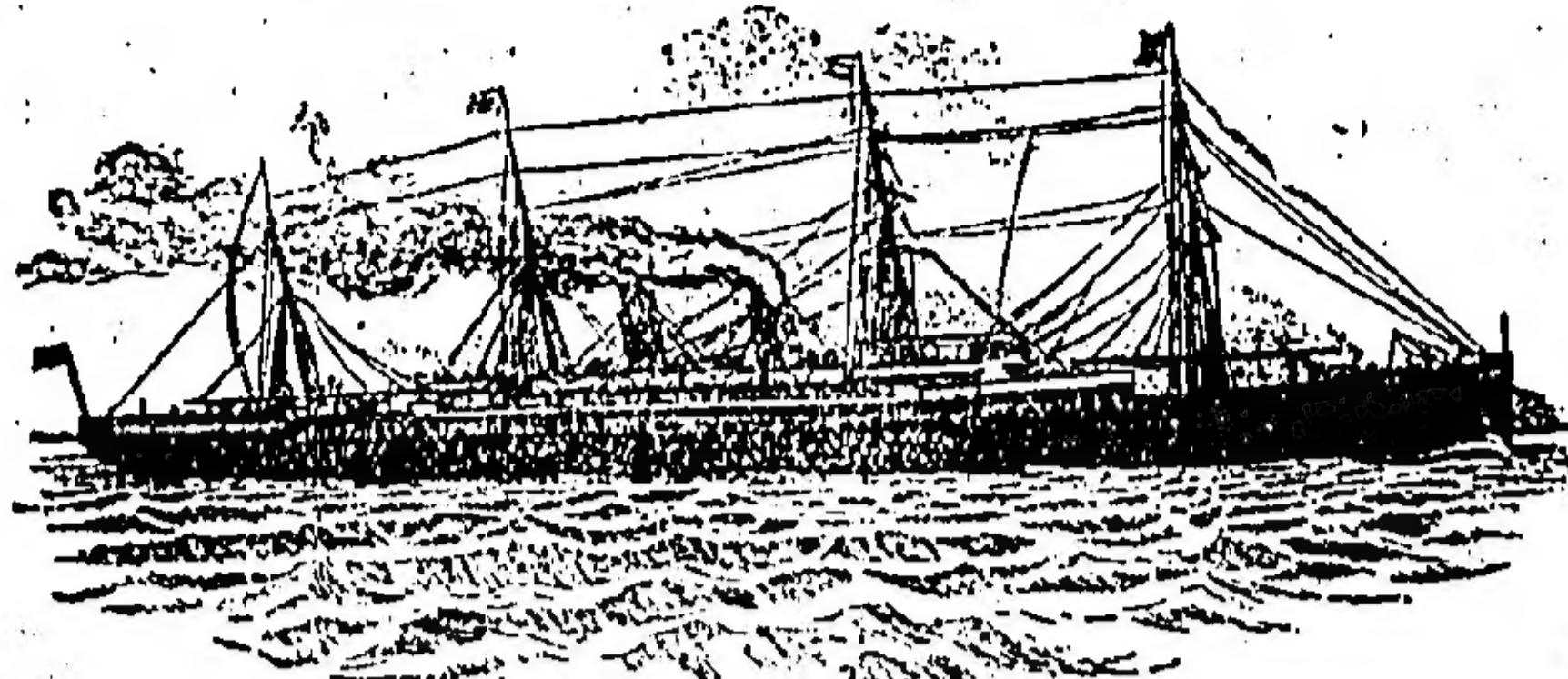


## Millions

of bottles of Bovril are used annually—  
used in the sick-room where Bovril  
is the nurse's "second self"—used in the kitchen  
where Bovril is the cook's "right hand"—used on  
all occasions where strength and sustenance are  
required. Bovril as a food has received the  
endorsement of some of the greatest scientists  
of the age.

Mails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU	6,307 Gross Tons	SATURDAY, 9th January, at Noon.
"CHINA"	5,060	TUESDAY, 13th January, at Noon.
"DORIC"	4,784	FRIDAY, 26th January, at Noon.
"NIPPON MARU"	6,307	SATURDAY, 6th February, at Noon.
"SIBERIA"	1,284	SATURDAY, 13th February, at Noon.
"COPTIC"	4,352	TUESDAY, 23rd February, at Noon.
"AMERICA MARU"	6,307	WEDNESDAY, 2nd March, at Noon.
"KOREA"	1,276	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205	SATURDAY, 19th March, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE will have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.

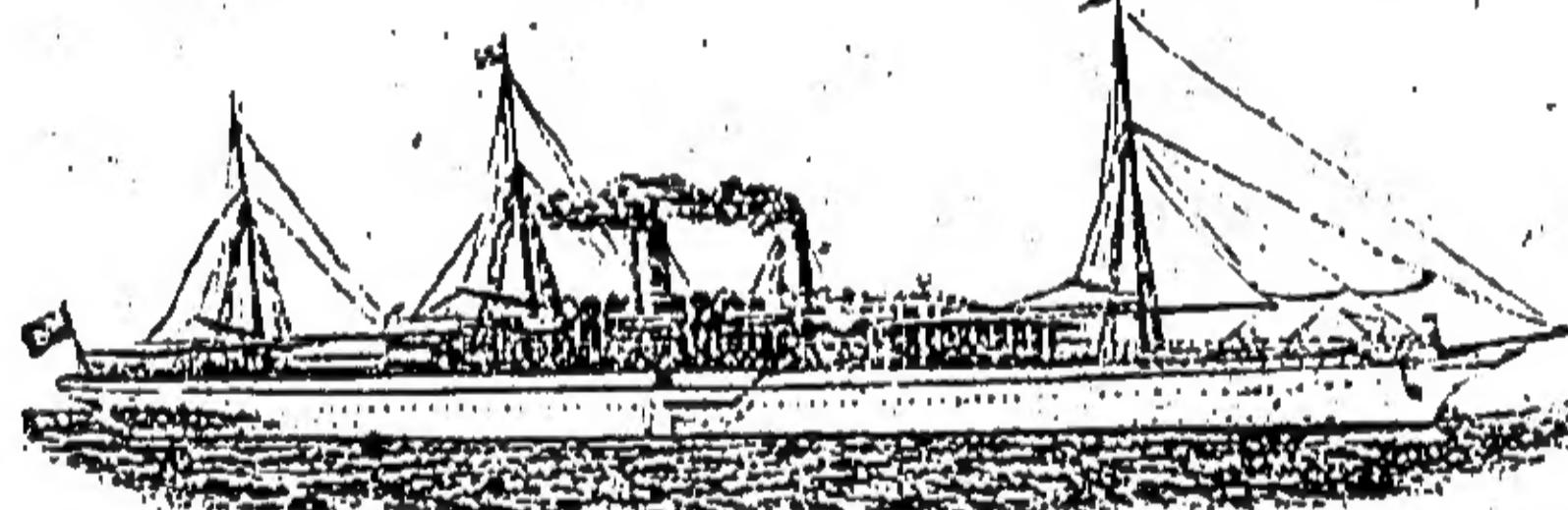
Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's building.

J. STUART THOMSON, Acting Agent.

Hongkong, 1st January, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY;

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF CHINA" .. 6,000 Tons ..... WEDNESDAY, 13th January,

"ATHENIAN" .. 3,882 ..... WEDNESDAY, 27th January,

"EMPERESS OF INDIA" .. 6,000 ..... WEDNESDAY, 10th February,

"TARTAR" .. 4,425 ..... WEDNESDAY, 24th February,

"EMPERESS OF JAPAN" .. 6,000 ..... WEDNESDAY, 9th March.

Hongkong to London, 1st Class, via St. Lawrence &amp; Co. Ltd. New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail .. 440. .... 442.

THE magnificient Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

9, Pedder's Street.

Hongkong, 1st January, 1904.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargos at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

DESTINATIONS SAILING DATES.

NEW YORK Via SUEZ 5th January. Freight.

ROTTERDAM and HAMBURG. 10th January. Freight and Passengers.

Kirchner (Calling at SINGAPORE and COLOMBO). HAVER and HAMBURG. 15th January. Freight.

AMBRIA (Calling at SINGAPORE and COLOMBO). HAVER, BREMEN and HAMBURG. 30th January. Freight and Passengers.

Duckstein (Calling at SINGAPORE and PENANG). HAVER and HAMBURG. 6th February. Freight.

ALESSIA (Calling at SINGAPORE and COLOMBO). HAVER and HAMBURG. 23rd Feb. Freight.

SITHONIA (Calling at SINGAPORE and COLOMBO). HAVER and HAMBURG. 8th March. Freight.

Hildebrand (Calling at SINGAPORE and COLOMBO). HAVER and HAMBURG. Freight.

BAMBERG (Calling at SINGAPORE and COLOMBO). HAVER and HAMBURG. Freight.

Miltzaf (Calling at SINGAPORE and COLOMBO). HAVER and HAMBURG. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Building.

Hongkong, 4th January, 1904.

GO TO THE

KOWLOON HOTEL,  
KOWLOON.f. w. OSBORNE,  
Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.HONGKONG-CANTON LINE. ....  
S.S. "HONAM" ..... 2,363 tons, .... Captain H. D. Jones.  
"POWAN" ..... 2,338 " G. F. Morrison, R.N.R.  
"FATSHAN" ..... 2,200 " A. W. Duxbury.  
"HANKOW" ..... 3,073 " C. V. Lloyd.  
"KINSHAN" ..... 2,860 " J. J. Lusius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ..... 1,998 tons, .... Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 1,919 tons, .... Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons, .... Captain B. Branch.

"NANNING" ..... 569 " C. Butchart.

"TAK HING" ..... 518 " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD &amp; SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903.

[13]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL  
ATTENTION.FULL LINE OF SUPPLIES  
ALWAYS IN STOCK.ORIENTAL COSTUMES AND  
FANCY DRAPERY FURNISHED.WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

## LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and Loftly Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902. [29]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO., VIENNA,

THE INVENTORS OF INCANDESCENT  
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

## BEWARE OF INFERIOR IMITATIONS!

KRUSE &amp; CO., CONNAUGHT HOUSE.

43] F. BLACKHEAD & CO., SHIP CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,

16, DES VŒUX ROAD CENTRAL, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE  
COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT;  
DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [1]

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c., &amp;c., &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

REASONABLE PRICE.

Hongkong, 15th December, 1903.

Sole Agents for FERGUSON'S SPECIAL CREAM

and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c., &amp;c., &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

REASONABLE PRICE.

Hongkong, 15th December, 1903.

Sole Agents for FERGUSON'S SPECIAL CREAM

and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c., &amp;c., &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

REASONABLE PRICE.

Hongkong, 15th December, 1903.

Sole Agents for FERGUSON'S SPECIAL CREAM

and P. &amp;

THE CHINA CURRENCY.

HOW TO ESTABLISH IT ON A SOUND BASIS.

In our first article we outlined most of the main reasons why the reform of the Chinese currency should be set about at once. We now propose to consider what is thought to be the best means of securing such a reform that there shall no longer be the tremendous dislocations of trade which has been experienced during the past year or two.

In the first place it is an axiom that a coinage must suit the needs of the people. The dwellers in May-fair and Fifth Avenue might find gold not only useful but convenient, the people of other districts use silver as their best medium, and, going to the other extreme, the denizens of the slums are suited in their needs by the humble "copper," even the farthing being found useful at times. So, in China, it is evident that a gold coinage is out of the question. At present rates of exchange the penny, instead of being divided into four parts, would be turned into more than forty, and with each of these the possessor can buy something. This consideration alone is sufficient to show the impossibility of a gold currency for China as it is.

But fortunately there is no necessity for a gold currency. What is proposed for China is a silver coinage ("cash" to remain in some form) with a gold standard. The immense amount of silver already existing in China will thus be utilised, and there will be no violent wrench as there would be by the establishment of a gold standard with a gold currency.

It is perhaps worth while to show the impossibility of the latter, even if the conditions otherwise were favourable which they are not. Were the silver countries to attempt thefeat they would have to absorb nearly half of the present existing gold coinage of the world. Have they the capital or the financial command over interest rates to enable them to do this? Other nations would not willingly part with their yellow metal, and the effort would end disastrously, for even though it proved a failure it would cause such perturbations in the money market as would produce most serious results even in the gold countries themselves. It is satisfactory to know therefore that the silver countries have no such intention. What they hope to do is to follow the example of India, utilise their silver, check coinage, and in bring up their currency to the required level.

The following are some of the suggestions put forward with regard to China:

a.—That she should adopt a standard unit of value consisting of so many grains of gold as would approximate the value of the Government tael, and that revision should be made for the free coinage of suitable multiples of this unit.

b.—That she should coin as rapidly as possible silver coins about the size of a Mexican dollar, for circulation in the country. These to be maintained at par with the standard gold unit at a ratio of about 32 to 1. Subsidiary coins to be provided.

c.—That the Government at its discretion, in conjunction with the Viceroy, from time to time, to declare by proclamation in the various provinces, the new coin legal tender for debts incurred after a date fixed. Previous debts paid as contracted.

d.—For the expenses of the inauguration of the system, and for the maintenance of the silver coins, the Chinese Government to open credit accounts in London, Paris, Berlin, St. Petersburg, Yokohama, and New York against which it may draw bills at a fixed rate somewhat above the usual banking rates. Such drafts to be made only under the direction of the Controller of the Currency, (it is suggested that he be a foreigner); but to be made on demand for all depositors of the new silver coins in sums of not less than, say, 10,000 taels.

e.—Any necessary loan to be secured by sources of revenue sufficient to yield an amount which will provide for the needed interest and sinking fund.

f.—The seigniorage profit from coinage to be kept as a separate fund, and placed as a gold deposit with the foreign depositaries.

g.—For replenishing the gold fund after its reduction by drafts, the controller to honour silver drafts drawn by the foreign agents of the Treasury in exchange for gold, at rates fixed by the Controller.

h.—Provision to be made for a banking law under which bank note kept at par with the legal tender currency may be issued by responsible banks under the supervision of the Controller.

Such are the main suggestions offered for the new departure which cannot in some form or other be long delayed. As Mr. Wm. Kewick said at the China-Association dinner, "It must be done, and it will be done; but how it is to be brought about is a problem almost beyond the wit of man to solve." The operations attending the indemnity payments, it has been remarked, help still further to demoralise an already demoralised exchange market, and thus impair the ability of China to purchase foreign goods. But the greatest of all difficulties will be found in China herself, in the jealousy of vested interests, the interests of the mandarins, the

bankers, and others who in one way and another benefit by the chaotic condition of things as they are. The introduction of a stable currency under a Foreign Controller would mean the establishment of an honest system of governmental control similar to that of the Imperial Maritime Customs Service. How that would square with the desires of the powers that be can be determined only by those powers themselves. And so, though, as we shall see, reform is inevitable, we are at one with Mr. Keswick in our inability to see the exact shape in which it must come. At the moment the outrageous conduct of Russia bars the way. But we hope, for a speedy settlement of the Manchurian question, after which the way will be clear for financial changes.—*Shanghai Mercury*.

NOTICES OF FIRMS.

NOTICE.

THE PARTNERSHIP hitherto existing between Myself and Mr. JOHN HASTINGS having been dissolved by mutual agreement, my Business will in future be carried on under the Firm Name of DEACON, LOOKER and DEACON.  
VICTOR H. DEACON.  
10, QUEEN'S ROAD, Hongkong, 1st January, 1904.

NOTICE.

THE PARTNERSHIP between Mr. VICTOR H. DEACON and Myself having expired, I shall carry on my Business in future at No. 2, WYNDHAM STREET (Old German Club Premises).  
JOHN HASTINGS.  
Hongkong, 1st January, 1904.

NOTICE.

WE have authorized Mr. L. M. H. BOISSEZEE from This Date to sign the Firm.  
LUTGENS, EINSTMANN & CO.  
Hongkong, 1st January, 1904.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept RISKS against FIRE at CURRENT RATES.  
SIEMSEN & CO.  
Hongkong, 1st January, 1904.

FOR SALE.

FOR SALE.

H. EATH'S PATENT HEZZANITH BELL SEXTANTS.  
Other Makers: HUGHES, CARY & POTTER, &c., to be sold cheap.  
Apply—

"BOX,"

C/o Hongkong Telegraph Office.  
Hongkong, 2nd December, 1903.

FOR SALE.

INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES,  
CHIMNEYS,  
GLOBES,  
SHADES, &c., for  
GASOLINE AND GAS LAMPS

at the most moderate prices.  
Lamps fixed up for  
Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,  
56, Lyndhurst Terrace.  
Hongkong, 2d January, 1904.

Consignees.

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship "HONGKONG MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th January, 1904, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th January, 1904, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 31st December, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALERMO,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 6th January, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 4th January, 1904.

Consignees.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"  
FROM TACOMA, VICTORIA, YOKO-HAMA AND KOBE.

Cargo ex the above Steamer having arrived per "HONGKONG MARU" from KOBE, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside the latter Steamer.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 4th January, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"BENGAL,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on cargo:

From London, &c., ex S.S. India.

From Australia, ex S.S. Britannia.

From Calcutta, ex S.S. Palawan.

From Persian Gulf, &c., ex B. L. S. N. and B. P. S. N. Co.'s Steamers.

From Alleppi, ex S.S. Nizam.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 4th January, 1904.

NOTICE TO CONSIGNEES.

S. S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Memphis and Charante, from Havre ex s.s. Charante and from Bordeaux ex s.s. Ville de Lorient, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, TO-DAY, the 30th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 6th January, 1904, at Noon, will be subject to rent and lading charges.

All claims must be sent in to me on or before the 6th January, 1904, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 6th January, 1904, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th December, 1903.

Price

from \$450 up.

FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"BADENIA."

Captain Röden, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th January, 1904, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th January, 1904, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 31st December, 1903.

Price

from \$450 up.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PALEMO,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 6th January, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left

## Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.WATSON'S  
SEASONABLE  
SPECIALTIES.WATSON'S  
BALSAM OF  
ANISEEDGives immediate relief and quickly cures  
all cases of Cough, both in Adults and  
Children.WATSON'S  
WHITE  
EMBROCATIONSportsmen will find this a first-rate remedy  
for Sprains and Bruises. In cases of  
Rheumatism, Chest Affections, and  
pains in the limbs its application has  
a most soothing and comforting effect.WATSON'S  
CTTO OF  
ROSE COLD CREAMIs a pleasant cure for Chapped Lips, and  
Rough and Chafed Skin, so often  
experienced in the cold weather here.A. S. WATSON & CO.,  
LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

Hongkong, 2nd January, 1904.

[35]

TELEPHONE NO. 556.  
CABLE ADDRESS "ACHEE," HONGKONG.

A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,  
洋利廣TEMPORARY STORE:  
1ST FLOOR, 12, QUEEN'S ROAD,  
(above Messrs. H. Price & Co.)FURNITURE  
DEALERS.DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITUREELECTRO-PLATED,  
GLASS, and  
CHINA WARES.PASTEUR'S MICROBE-PROOF  
FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.  
DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 29th August, 1903.

[728]

CARMICHAEL AND  
CLARKE,  
CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[555]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

[556]

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## TELEGRAMS.

(Reuter's.)

## The Chicago Disaster.

LONDON, 3rd January.  
The funeral of a part of the victims of the recent fire in Chicago took place yesterday; the number of the victims is so great that funerals will continue to-day and on Monday. The city is plunged into universal mourning and all public institutions and shops are closed. Many of the victims are still unidentified.

## The Mexican Monetary Commission.

The Mexican Monetary Commission has reported in favour of a gradual adoption of a gold standard.

## Viceroy Alxeieff.

An Imperial ukase grants Admiral Alxeieff a special viceregal flag and accords him a salute of twelve guns.

LATER.

## The Situation in the Far East.

S. Petersburg still maintains silence. Reports from Pekin are extremely pessimistic.

The officers of the Russian squadron at Bizeria en route to the Far East, gave a brilliant reception yesterday evening, at which the most cordial toasts were exchanged; the French Resident expressed the unchanged affection of France for Russia. The squadron leaves to-day for the Far East.

The Russian men-of-war *Ostfahrt*, *Aurora*, *Dmitri Donskoi* and five torpedo destroyers arrived at Bizeria on the 18th ulto. The squadron is under the command of Admiral Vrénians and, it is said, will complete the squadron in the Far East. It is to be reinforced shortly by six more torpedo destroyers. The cruiser *Imperial Ničat Pieri*, under Admiral Mollas, was expected from the Dardens on the 23rd December. —Ed., H.K.T.]

## (Deutsche Japan-Post.)

## The Crisis.

Berlin, 23rd December.  
A statement made by the *Nue Frete Preise*, of Vienna, to the effect that during the meeting at Wiesbaden of the Kaiser and the Tsar, the former promised Russia the help of Germany in the event of war with Japan, is a pure invention.

The policy of Germany regarding the dispute between Russia and Japan is to preserve strict neutrality while earnestly wishing that peace may be preserved.

## (Japanese Exchanges.)

## Will Russia Climb Down?

OPTIMISTIC VIEW OF "THE TIMES."

A GERMAN JOURNAL PREDICTS.

WITHDRAWAL.

London, 23rd December.  
The Times, desiring editorially with the political situation in the Far East, expresses the opinion that Russia will withdraw from the position which the Government have taken up. The Times considers it likely that the Czar may disavow the acts of his overzealous subordinates.

The Daily Telegraph declares that the responsibility for the situation remains entirely with Russia.

London, 24th December.

The Kreis-Zeitung, in the course of a temperate article reviewing the situation in Eastern Asia, foresees a Russian withdrawal.

The Fremdenblatt thinks the Cossacks would oppose the establishment of Japanese protectorate.

In Vienna the opinion prevails that Count Lansdorff is exerting a pacific influence.

The British Press generally continues to insist upon the necessity of using the influence of Great Britain in order to assist in the attainment of Japan's justifiable and moderate demands.

London, 21st December.

The Daily Chronicle, London, states that Russia seems to have decided to spur Japan on to declaring war.

London, 21st December.

A Nagasaki telegram to the Daily Telegraph states that soldiers in reserve have been ordered to make preparations for mobilisation.—Tokio Asahi.

## Reported Russo-German Loan.

TWENTY-FIVE MILLIONS.

London, 23rd December.

Berlin advises state that a rumour is current that the Russian Government are endeavouring to raise a loan in Germany of twenty-five million pounds sterling.

## Germany and Russia.

## ALLEGED RUSSO-GERMAN AGREEMENT.

London, 23rd December.

A Washington telegram declares that it is believed there is a secret Russo-German Agreement in existence, guaranteeing the neutrality of Germany in the event of hostilities breaking out between Japan and Russia.

## Crisis in Cotton Trade.

QUOTATIONS ADVANCED.

London, 23rd December.

There is a crisis in the cotton trade. Quotations on the Liverpool market have gone up twenty points higher.

## Japan and Korea.

## SEOUL-KUSHN RAILWAY.

London, 23rd December.

The announcement that the Japanese Government have resolved to undertake to complete the Seoul-Fusan Railway expeditiously is heartily welcomed here.

## (N.C.D. News.)

## The Crisis.

Tokio, 29th December.

An emergency ordinance was passed last night empowering the Government to defray the extraordinary military expenses from the so-called separate accounts, temporary loans and exchequer bonds.

The management of the Seoul-Fusan railway has been officially recognised.

An amendment voted from the Imperial Military Headquarters places the Naval Command Department on an equal footing with the General Staff, which has hitherto had precedence.

## A Council of War at Tokio.

(Tokio, 29th December.)

A Council of War was held at Tokio this morning, at which 100 were present: Count Katsura, Baron Iwachii, Count Oyama, Baron Okuma, Baron Komura, and Admirals Yamamoto, and Ijini. The conference was convened in the afternoon, and subsequently Baron Terauchi, Minister of War, and Admiral Yamamoto, Minister of the Navy, were received in audience.

Progress is being made in the negotiations for the purchase of the Great Northern Co.'s telegraph cable from Tschusien to Fusian. There has been further rioting in Corea, and it is spreading towards Seoul.

## (Shanghai Mercury.)

## Japanese Cabinet Council.

TO PROVIDE THE SINEWS OF WAR.

## THE SEOUL-FUSAN RAILWAY.

(Kobe, 29th December.)

A Cabinet Council was held yesterday to consider the authorisation of the Government to draw upon the 30,000,000 yen indemnity from China, which has hitherto been devoted for special purposes in view of the formation of a War Fund.

The Council also decided to grant a subsidy exceeding 2,000,000 yen for the Seoul-Fusan Railway and guaranteed 10,000,000 debentures in view of hastening the completion of the line. The Council also proposed to authorise the Government to raise a temporary loan and to issue Exchequer Bonds if necessary.

## (Der Ostasiatische Lloyd.)

## The Situation in the Far East.

(Berlin, 30th December.)

The situation in the Far East has been considered here, during the last few days, to be a little more serious, but not desperate at all. Now all minds have been made easier by an official notification of the Japanese Government to the German Government, according to which Japan has neither presented to Russia an Ultimatum nor was war imminent. On the other hand it is reported from St. Petersburg that the Russian Government has expressed great satisfaction about the conciliatory tone in which the last Japanese declaration was held. The Russian press is also now much quieter. As has been established by an exchange of views between all European Governments, not a single one thinks that war is unavoidable.

## The Balkans.

Russia has gained a much better stand through the development of affairs on the Balkans and has thereby been freed from much anxiety. The Porte has already appointed an Italian Colonel to be chief of the gendarmerie in Macedonia, and will also comply at once with the other demands of the Muftiye programme.

## Accident to the Emperor of Austria.

Emperor Francis Joseph slipped down in his room, and hurt his eye. The wound, however, is said not to be serious and the condition of the 73 years old Emperor is good.

## France and Siam.

The Franco-Siamese conflict has now been settled.

## (Manila Cablenews.)

## Westminster Consecrated.

(London, 30th December.)

The Roman Catholic cathedral of Westminster was consecrated to-day. The hierarchy of the Catholic Church in England officiated and the ceremony was magnificent.

## New Russian Monopolies.

St. Petersburg, 31st December.

The Russian Government has by an imperial enactment made tea and sugar a government monopoly. Only the government can deal in these commodities. This extraordinary tax is believed to be levied on account of the necessities of the impending war.

## NORTHERN NOTES.

The Kobe Herald of 26th ult. contains the following notes on the situation in the North:

There is no improvement in the situation. The Premier and Lieut-General Terauchi, Minister of War, have had a conference with Marquises Yamagata and Ito at Oiso, but nothing is known as to what transpired, of course. Upon returning to the capital on Thursday night, Count Katsura summoned Baron Komura, Sone, and Mr. Oura to his official residence and the four Cabinet Ministers remained together in consultation for some time.

A slight improvement was noticed in the stock and share market on Thursday afternoon, due to a disposition on the part of earlier sellers to re-invest, but the recovery was only temporary, and the latest information from Osaka and Tokio is that the slump continues.

The usual leave of absence, for the holidays which was granted to the men attached to the Maizuru Naval Station, was cancelled a few days ago, all the men being ordered back to duty.

Five vans full of rifles and ten vans of munitions of war were sent to Kumamoto from Moji by rail on Thursday.

The Naval authorities at Itsukushima issued orders yesterday prohibiting all shore leave for the crews of the men-of-war in harbour.

The Oy steamship *Katsu Maru* is reported to have been chartered as a transport at Onomichi yesterday. She was ordered to proceed to Ujina immediately.

The transport *Sadohime Maru*, with a large quantity of coal arrived at Fusian on the 24th.

The Kitakata Colliery Company have wired instructions to the men at their branch office at Daikoku to return home.

The Kusatsu Railway Co. have received some important orders from the Government and a conference of the leading officials of the railway took place at the Head Office at Moji yesterday.

Compared with yesterday.

## TIENTSIN.

(From Our Own Correspondent.)

TIENTSIN, 21st December.

There has been nothing but war talk here for the last three or four days. It seems generally believed that Japan has sent a very definite message to Russia, and Reuter is hourly looking for it to inform us that war is already declared. Long ere this reaches you momentous events will probably have taken place.

Russia's preparations are going on at top speed but there is very little heart in it. There can be no question that war is distasteful to her and she is going into the struggle with great reluctance. The Chinese are quite ready, if war is declared, to chip in and render Japan assistance by harassing Russia in the rear. At least this seems to be the general expectancy and the only thing which makes the matter a little uncertain is Hu Yun-mei's visit to Zukou and it is said also to Port Arthur to consult Alexieff about the railways beyond the Wall. If war breaks out the railway beyond the wall and Chingwanta will need watching.

Russia will make a rush for this point in the general skirmish if she can, and Chingwanta is the life blood of Tientsin.

Whether it is in this connection or not I cannot say, but Chang Yen-mao has just been suspended by the Viceroy under orders, presumably from the Throne, for having sold the Kaiping mines to foreigners without imperial sanction, and he is commanded to recover control of the Chinese Engineering and Mining Co. within two months or submit to further punishment. There can be no question that, if any recovery of the mines was possible, Chingwanta would not be long in passing into Russian hands.

Happily under the British Ordinance this is an all but impossible contingency unless indeed the Chinese could prove that the deed of sale took place in some illegal way and that some special stipulation was suppressed, or anything of that kind. Chang Yi is said to contend that he attached a provisional stipulation to the original transaction, and if he can prove this something might be gained. But he has been so long in Peking this time that it is probable he has no money left now to fight with, and it is to be feared he will 'go under'. Whether he will drag anyone else down with him remains to be seen. A number of new regulations to control the railways and mines of the country are now being drawn up by the new Board of Commerce and will prove interesting reading I think, but I have not yet completed the translation.

British shipping returns for the port of Tientsin, not including Chingwanta, are as follows:

Number of vessels entered and cleared 258.

Tonnage total to Dec. 15th, 1903, 296,589.

This shows 81 vessels less than in 1902 and a difference of 78,354.

It remains to be seen whether the falling off is confined to British shipping or is common to all nationalities owing to general slackness of trade.

CHINESE ENGINEERING AND MINING CO.

The Chih Pao states:—Viceroy Yuan Shikai has received a despatch from the Throne to the effect that the Chinese Engineering and Mining Company as originally established was formed with Chinese capital, and the Kaiping mines were a source of revenue to the Chinese government. The sale of this property by Chang Yen-mao was therefore illegal, and he has been many times ordered to recover the mines and restore the revenue to the Government without delay. In consequence of his failure to do so, he is to be immediately degraded from office, and Viceroy Yuan is directed to place a limit of time in which he shall recover the mines and also Chingwanta, which was also opened by Chinese capital and by Government order. Viceroy Yuan is directed to use the utmost despatch in all this and to lose no time in finding ways and means to recover the said property.

The Viceroy accordingly communicated at once with the Customs Taotai Tong pointing out to him that the revenue of the Mining Company was intended for naval defence and the railways, and the management was placed in the hands of officials specially appointed by Government, and although merchants were permitted to hold shares, the property was essentially government property, and Chingwanta was opened solely for the Government's use and benefit by Taotai Li, Huang and Chow, appointed by the former Viceroy of Chihli. It was not, therefore, in any way the property of the Chinese Engineering and Mining Company and could not be regarded as such; neither, as the property of the nation, is it saleable. The control of the place must therefore be immediately restored to the Chinese, and Taotai Tong is directed to take immediate steps to this end.—I. & T. Times, 23rd Dec.

THE NATIONAL DEBT OF JAPAN.

The following is the return of the totals of

Japanese Government Bonds at the end of last year, as compiled by the Finance Department.

We take the figures from the *Jiji*:

Consols ..... Y 167,128,350

War Loan Bonds ..... 115,641,150

Pension Loan Bonds ..... 16,631,400

Naval Loan Bonds ..... 8,297,300

Old Loan Bonds ..... 3,930,181

Railway Loan Bonds:—

4 per cent. (issued in London) ... 17,577,570

5 per cent. (issued at home) ..... 37,246,900

Industrial Bonds:—

4 per cent. (issued in London) ... 78,052,250

5 per cent. (issued at home) ..... 65,134,663

Hokkaido Railway Bonds:—

4 per cent. (issued in London) ... 2,000,000

5 per cent. (issued at home) ..... 3,932,500

Formosa Bonds:... 23,707,000

Exchequer Bonds, due on the 29th

February next ..... 10,000,000

Total ..... Y 55,321,000

Compared with yesterday.

Increased.

Total ..... Y 55,321,000

Compared with yesterday.

Decreased.

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
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CHINA MUTUAL STEAM NAV. CO., LTD.  
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"KEEMUN"	On 9th January.
GLASGOW and LIVERPOOL	"KINTUCK"	On 14th January.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.

S.S. "KEEMUN" left Singapore on the 4th inst., and is due here on the 9th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP	"DARDANUS"	On 9th January.
MARSEILLES, L'DON & A'WERP	"YANGTSZE"	On 16th January.
LIVERPOOL	"YANGTSZE"	On 19th January.
(With Transhipment at SINGAPORE)		
LONDON & ANTWERP	"NESTOR"	On 2nd February.
GENOA, MARSEILLES & L'POOL	"KEEMUN"	On 15th February.
LONDON & ANTWERP	"KINTUCK"	On 16th February.
LONDON & ANTWERP	"MOYUNE"	On 1st March.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 24th January.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th January, 1904.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	6th January, at 4 P.M.
MANILA	"SUNGXIANG"	6th
NINGPO and SHANGHAI	"SHAOHSING"	8th
MANILA	"TAIYUAN"	23rd
POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	23rd

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Hongkong, 5th January, 1904

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RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th Jan., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 16th Jan., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

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GENERAL MANAGERS.

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Hongkong, 4th January, 1904.

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## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	Jan. 25, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, "
"INDRASAMHA"	5,197	W. E. Craven	Mar. 15, "

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Sailing Date.

15th Jan., 16th Jan., 17th Jan., 18th Jan., 19th Jan., 20th Jan., 21st Jan., 22nd Jan., 23rd Jan., 24th Jan., 25th Jan., 26th Jan., 27th Jan., 28th Jan., 29th Jan., 30th Jan., 31st Jan., 1st Feb., 2nd Feb., 3rd Feb., 4th Feb., 5th Feb., 6th Feb., 7th Feb., 8th Feb., 9th Feb., 10th Feb., 11th Feb., 12th Feb., 13th Feb., 14th Feb., 15th Feb., 16th Feb., 17th Feb., 18th Feb., 19th Feb., 20th Feb., 21st Feb., 22nd Feb., 23rd Feb., 24th Feb., 25th Feb., 26th Feb., 27th Feb., 28th Feb., 29th Feb., 1st Mar., 2nd Mar., 3rd Mar., 4th Mar., 5th Mar., 6th Mar., 7th Mar., 8th Mar., 9th Mar., 10th Mar., 11th Mar., 12th Mar., 13th Mar., 14th Mar., 15th Mar., 16th Mar., 17th Mar., 18th Mar., 19th Mar., 20th Mar., 21st Mar., 22nd Mar., 23rd Mar., 24th Mar., 25th Mar., 26th Mar., 27th Mar., 28th Mar., 29th Mar., 30th Mar., 31st Mar., 1st Apr., 2nd Apr., 3rd Apr., 4th Apr., 5th Apr., 6th Apr., 7th Apr., 8th Apr., 9th Apr., 10th Apr., 11th Apr., 12th Apr., 13th Apr., 14th Apr., 15th Apr., 16th Apr., 17th 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6th July., 7th July., 8th July., 9th July., 10th July., 11th July., 12th July.,



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